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March 3, 2011

Mayor Winslow Burhans II
Town of New Market
39 West Main Street
P.O. Box 27
New Market, Maryland 21774

Re: Municipal Growth Element
File: 800-076.17-07

Dear Mayor Burhans:

Our office has reviewed the July 20, 2010 letter from Keith Bounds, Maryland Department of Transportation Regional Planner, and the August 11, 2010 letter from the Maryland Department of Planning concerning the referenced document. These agencies mention the New Market Region Traffic Growth Study, which our office prepared for Frederick County. We offer the following points of clarification regarding the Traffic Growth Study:

1. The methodology used in the traffic evaluation for the Traffic Growth Study was reviewed and accepted by Frederick County Office of Transportation Engineering staff.
2. MWCOC's travel forecasting model analyzes traffic patterns within large regions, on a macro level or bigger picture scale, and the results are typically given as average daily traffic (ADT) volumes on regional roadways (e.g. interstate freeways, state routes). The Traffic Growth Study was conducted to evaluate projected operation within a subregion on a micro level or localized scale, along regional and local roadways, which was considered more appropriate for the intended analysis.
3. The traffic impact of installing full movement at the I-70/Meadow Road interchange was considered in all scenarios evaluated in the Traffic Growth Study.
4. The SHA project planning study of providing full traffic movements at the I-70/Meadow Road interchange has not progressed to the point where future ADTs and peak hour volumes have been projected for build conditions at the interchange. The development of build condition traffic volumes would provide an indication of the impact of the full movement interchange on the projected travel patterns on the area regional roadways.
5. The SHA I-70/Meadow Road interchange study provides traffic volumes along I-70, MD 144 and MD 75. Volumes were not projected along Old National Pike or Main Street.

6. The 2010 adopted Countywide Comprehensive Plan includes a land use scenario that was not evaluated in the Traffic Growth Study. At the request of the Town our office conducted a brief analysis of the land use changes and the results indicate a potential reduction of approximately 30 projected peak hour trips along Main Street. This reduction is not expected to result in volume to capacity ratios below 0.75 along Main Street in future years.

We hope these clarifications on the Traffic Growth Study developed for the New Market Region Plan assist the Town in responding to the comments on the Municipal Growth Element.

Very truly yours,

THE WILSON T. BALLARD COMPANY

By Shawn Burnett

stb

cc: Mr. Jim Gugel, Frederick County P&Z
File